

## EASTSHORE-SOUTH

Bounded by the East Bay hills and San Francisco Bay, this corridor extends from downtown Oakland south to the Alameda/Santa Clara County line. Interstate 880 is the corridor's freeway spine and carries large volumes of traffic, both auto and truck, and experiences significant peak-period congestion.

The corridor's transportation system is an intricate mix of transportation modes: freeways (I-880, Interstate 580, Interstate 980, Route 238, Route 92, Route 24 and Route 84), bus and rail transit (AC Transit, Union City Transit and BART), intercity passenger rail service (the Capitols), major arterials, the Port of Oakland and Oakland International Airport. Expansion of the airport terminals and ground access capabilities is planned for the near future. Carpool lanes on I-880 currently extend from Route 238 to Mission Boulevard, with funding committed to extend them south to Route 237 in Santa Clara County.

Major intermodal passenger facilities are BART stations with significant AC Transit connecting bus activity (e.g., 12th Street, MacArthur, Hayward stations, etc.), Capitol Corridor intercity rail stations (Jack London), ferry terminals (Jack London and Alameda), and Oakland International Airport. Eastshore-South is the region's main freight corridor.

The northern end of the corridor provides access to major urban centers, including Oakland. Overall, the corridor is a mix of older urban and industrial areas, and newer infill development.

## Management Objectives

- Manage freeway operations to maximize travel time savings for HOV lane users
- Manage traffic on Interstate 880 and local streets as one system to minimize overall system delay in the peak period
- Maintain reliable freeway operations in off-peak hours for freight mobility; use weigh-in-motion technology to expedite trucks
- Maximize use of BART and AC Transit for longer-distance commute trips in corridor by providing competitive travel times and convenient transfers
- Ensure good transit connections to major activity centers in corridor (e.g., universities, sports complexes, hospitals, retail centers, Oakland Airport)
- Rely on local transit to serve growth in commuting between communities in urban core
- Improve local streets for efficient bus operations
- Improve access to support redevelopment of Alameda Naval Air Station

## Committed Funding

Not mapped:

- Route 238 (Hayward Bypass) 4-lane expressway: I-580 to Harder (Stage 1 only)
- Route 84 upgrade to expressway between Route 238 and I-880 in Fremont
- I-580 connections to Hayward Bypass (Route 238) and interchange improvements: northbound Hayward Bypass to northbound I-580 and northbound Hayward Bypass to westbound I-238
- Washington Avenue/Beatrice Street interchange improvements
- New arterial along eastern edge of Westgate Shopping Center between Davis Street and Williams Street
- Mission Boulevard safety and operational improvements from Industrial Parkway to Route 84
- Oakland Airport: construct 4-lane cross-airport roadway (mostly on Port of Oakland property)
- Seismic retrofit of Webster and Posey tunnels between the cities of Alameda and Oakland; Stage 1: seismic retrofit inside tunnels (under construction); Stage 2: seismic retrofit outside tunnels to strengthen surrounding soils
- Hesperian Boulevard/Lewelling Boulevard channelization improvements
- Local street improvements in Newark
- Local street improvements in Oakland
- Downtown Oakland streetscape improvements (Broadway, 14th Street and Telegraph Avenue)
- Regional Express Bus Program: I-880/Hayward BART station to Silicon Valley
- East 14th Street/Hesperian Boulevard/150th Street channelization improvements
- Capitol Corridor intercity rail service (nine round trips daily between Oakland and Sacramento and seven round trips daily between San Jose and Oakland)
- Port of Oakland Joint Intermodal Terminal
- Fruitvale BART station transit village
- Widen East Lewelling Boulevard in San Leandro
- Industrial Parkway upgrade between Whipple Road and improved segment of the parkway in Hayward

## Track 1

- 1 Extend Tinker Avenue from Main Street to Webster Street/Constitution Way and construct College of Alameda Transit Center
- 2 Construct Central Avenue 4-lane overpass at Union Pacific Railroad (environmental and design phases only)
- 3 42nd Avenue/High Street access improvements to I-880 in Oakland; includes widening and realignment of local streets, connector roads, and ramps near interchange
- 4 Route 260 to I-880 connection improvements between Alameda and Oakland
- 5 Capitol Corridor mitigation for track work at Jack London Square
- 6 Realign Langley Street (access point for Oakland International Airport North Field); includes reconstruction of Route 61 (Doolittle Drive) and new traffic signal at Route 61/Langley Street
- 7 Widen Marina Boulevard from Alvarado Boulevard to San Leandro Boulevard
- 8 Widen Thornton Avenue from 2 lanes to 4 lanes between Gateway Boulevard and Hickory Street
- 9 Widen and reconstruct Route 262/ Warren Avenue/I-880 interchange and East Warren Avenue/UPRR grade separation
- 10 Widen Union City Boulevard from 4 lanes to 6 lanes from Paseo Padre in Fremont to Industrial Parkway in Hayward
- 11 BART/Oakland International Airport connector
- 12 San Leandro BART station transit village (Phase 1); includes parking structure, kiss-and-ride, and bus improvements
- 13 Westbound I-580 to new Route 238 (Hayward Bypass) connection
- 14 Route 238 (Hayward Bypass): 4-lane expressway from Harder to Industrial Parkway (Stages 2 and 3)
- 15 I-880/Broadway-Jackson Street interchange improvements (Phase 1)
- 16 Joint Intermodal Terminal/Port of Oakland access improvements (Phase 1)
- 17 MacArthur BART station intermodal transit village (includes replacement parking)

Not mapped:

- Bus Rapid Transit in Oakland/Berkeley/San Leandro corridor, Phase 1
- Capitol Corridor Phase 1 expansion (for 16 daily round trips)

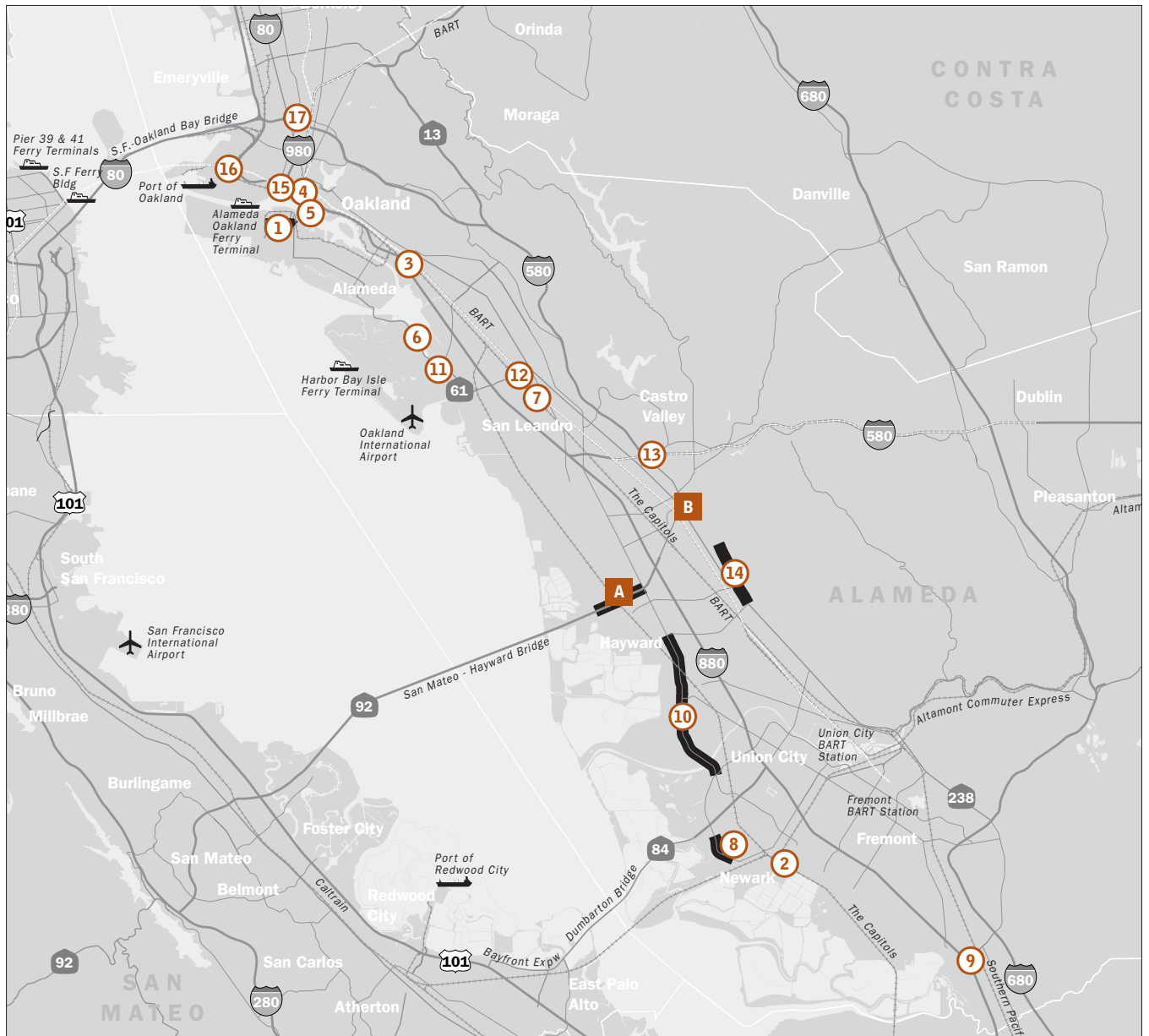
## Blueprint

- A** New combined Clawiter/Whitesell/Route 92 interchange and extension of Whitesell to provide connections to Hesperian Boulevard














- B** Mission/Foothill/Jackson grade separation
- Not mapped:

- Various I-880 interchange improvements: Winton Avenue, A Street and others
- Southern Alameda County to Silicon Valley express bus services
- Bus Rapid Transit in Oakland/Berkeley/San Leandro corridor, Phase 2





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|---|--|--|
|  Track 1 Project   |  Interstate Highway |  Rail Line      |
|  Blueprint Project |  U.S. Highway       |  Airport        |
|   |  State Highway      |  Ferry Terminal |
|   |  Freeway            |  Port           |
|   |  Other Highway      |  BART           |
|   |  Major Arterial     |  |